6 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The Study Team conducted an extensive evaluation of transportation conditions in the Friendship Heights Transportation study area. The main goals of this study were to examine existing and future transportation conditions and determine short-term and long-term improvements to improve traffic and pedestrian safety and reduce traffic congestion, especially during morning and evening peak hours, encouraging through-traffic to remain on main streets, and avoid using local neighborhood streets. The Scope of Work for the Friendship Heights Transportation Study is provided in Appendix K.

The study was conducted with extensive participation from area residents. The Study Team held several meetings with area residents to discuss existing transportation issues (see Appendix L for public meeting summary). The area residents provided additional input via e-mail, regular correspondence and meetings with DDOT representatives. Inputs received via e-mail are presented in Appendix M. The Study Team also held several meetings with representatives of key local agencies, including the Maryland National Capital Park and Planning Commission (M-NCPPC). Residents and public agency representatives provided essential inputs to the Study Team to identify key transportation issues and future levels of development in the study area.

6.1 TRANSPORTATION ISSUES

The Study Team identified a wide range of existing and forecast transportation issues. Issues regarding traffic operations stem from congestion along principal and minor arterials and at critical intersections, speeding, cut-through traffic, lack of adequate turn lanes at selected intersections, non-optimized signal timings and unsafe intersection geometry. Pedestrian concerns arose from the poor condition of many pedestrian crossing markings and lack of actuated pedestrian phases. Residential parking dilemmas included long-term parking on local streets by non-residents without "Zone 3 Permits", illegal parking by non-residents on local streets, and a seeming disregard for parking enforcement. Commercial parking problems included double parking by commercial trucks while loading and unloading, and double parking related to valet parking. Bicycle issues included lack of bicycle routes to the metro station. Issues regarding traffic operations stem from congestion along principal and minor arterials and at critical intersections, speeding, cut-through traffic, lack of adequate turn lanes at selected intersections, non-optimized signal timings and unsafe intersection geometry. These issues are summarized in Exhibit 51.

6.2 TRANSPORTATION IMPROVEMENT RECOMMENDATIONS

The Study Team met with area residents and compiled a comprehensive list of transportation issues for the study area followed by extensive data collection, field investigations, and assessments of existing conditions. The Study Team then developed suggested improvements and met again with area residents to obtain comments. Exhibits 52 through 54 show recommendations to improve safety and transportation operations in the study area.

Exhibit 51: Transportation Issues

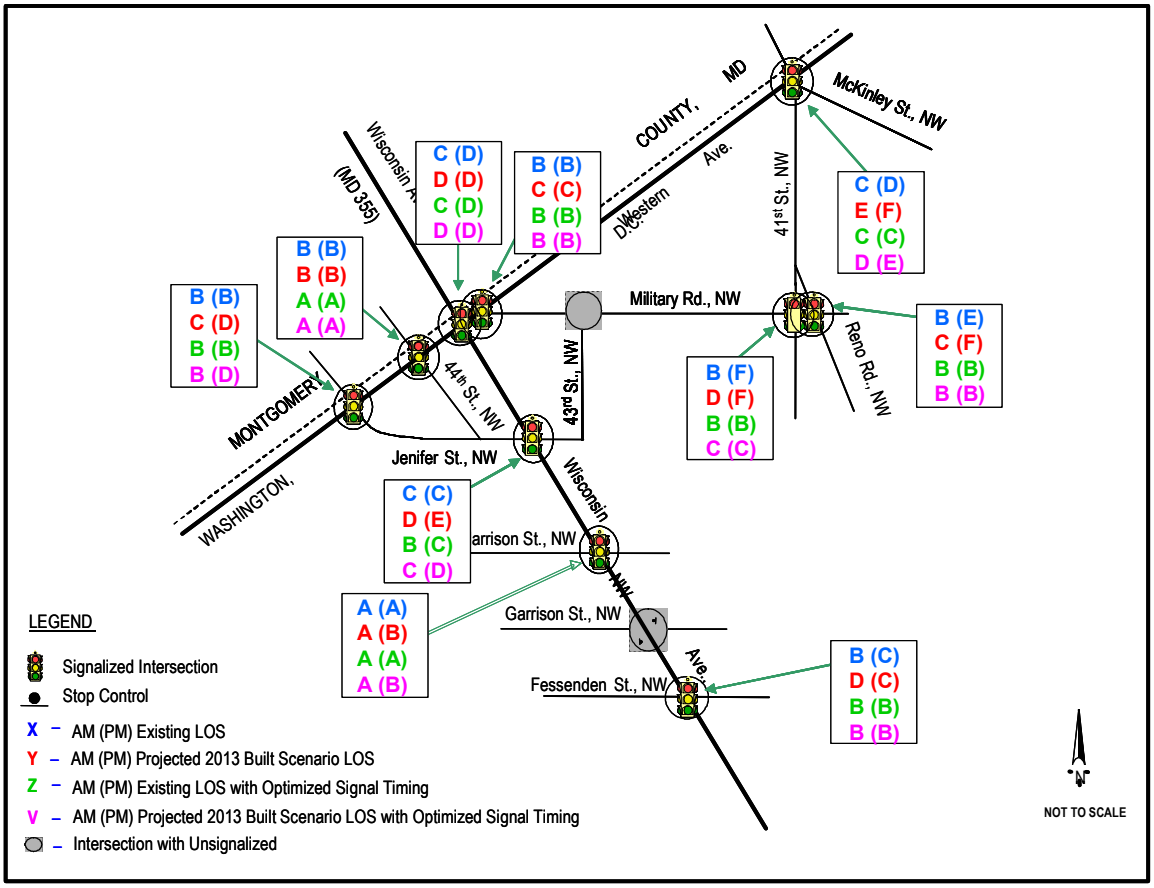
Exhibit 52: Transportation Recommendations – Intersections

Exhibit 53: Transportation Recommendations – Major Roadways, Pedestrian Safety, and Parking

Exhibit 54: Transportation Recommendations – Signs

The implementation of these improvements would improve transportation operations throughout the study area. The Study Team concludes that the optimization of signal timings will generally enhance current traffic operations in the study area. At some intersections, the benefits of signal optimization are projected to alleviate future traffic congestion resulting from natural growth and proposed developments in the area. As shown in Exhibit 55, the intersection that would benefit most from the optimized signal system is Military Road at 41st Street/Reno Road. The level of service at this intersection (41st Street/Reno Road) will improve from LOS D and C in the AM Peak and from LOS F and F in the PM Peak to LOS C and B with the optimized signal system.

Exhibit 55: Existing and Projected Levels of Service with Optimized Signal Timing



It is apparent that the study area will continue to grow and traffic conditions will continue to deteriorate if nothing is done. Intersections where the LOS is already below C will reach D or worse. Transportation improvements discussed in this report, in tandem with signal optimization will significantly improve the signalized intersections studied to achieve LOS C or better.

Exhibit 56 presents a comparison of projected 2013 LOS with and without recommended improvements discussed in the report. More details on forecast year 2013 intersection capacity analysis results with improvements and optimized signal systems are presented in Appendix N. Preliminary planning cost estimates of these improvements are presented in Appendix O.

Exhibit 56: Impact of Proposed Improvements on Projected 2013 Forecast Level of Service

Node #	Intersections	Base Year (2003) LOS	Build Scenario without Improvement		Build Scenario with Improvement	
			AM Peak	PM Peak	AM Peak	PM Peak
1	Western Ave. @ 41st St. NW	**C**	E	F	C	C
2	Western Ave. @ Military Rd. N.W.	**B**	C	C	B	B
3	Wisconsin Ave. @ Western Ave. N.W.	**C**	D	D	C	C
4	Western Ave. @44th St. N.W.	**B**	B	B	A	A
5	Western Ave. @ Jenifer St. N.W.	**B**	C	D	C	C
6	Wisconsin Ave. @ Jenifer St. N.W.	**C**	D	E	B	C
7	Wisconsin Ave. @ Harrison St. N.W.	**A**	A	B	A	A
8*	Wisconsin Ave. @ Garrison St. N.W.	**F**	F	F	F	F
9	Wisconsin Ave. @ Fessenden St. N.W.	**B**	D	C	B	B
10*	Military Rd. @ 43rd St. N.W.	**C**	C	C	C	C
11	Military Rd. @ 41st St. N.W.	**B**	D	F	B	A
12	Military Rd. @ Reno Rd. N.W.	**B**	C	F	B	C

* These are unsignalized intersections. Levels of service (LOS) at these intersections were measured based on the Highway Capacity Manual Unsignalized Intersection Capacity Analysis. Delay is for minor street approach only. Optimized signal timing will not change LOS at these intersections.

Implementation of the recommended mitigation measure will be essential to the continued growth and prosperity of the Friendship Heights community. Recommendations of both short-term improvements (within 12 months) and long-term improvements (over 12 months) must still go through an appropriate DDOT process; specific projects, if approved, will be implemented based on available capital funds.